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HILLMAN'S GUIDE BOOK

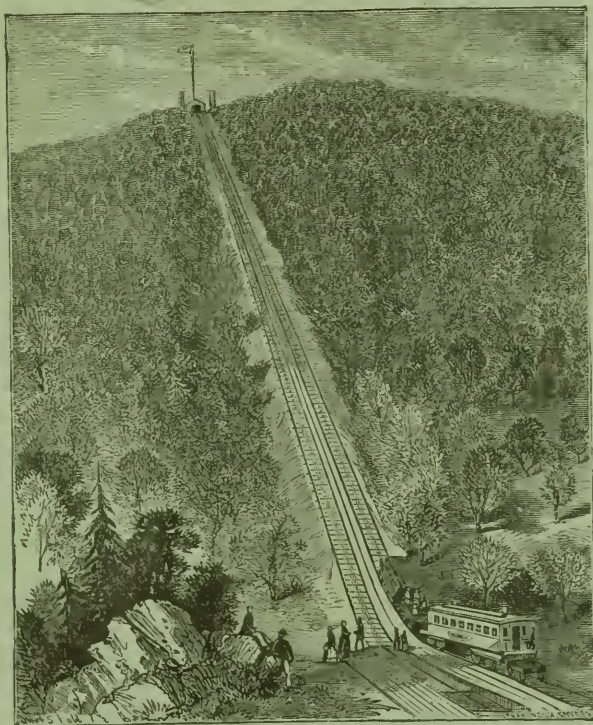
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North Pennsylvania, Lehigh Valley

AND

SWITCHBACK

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AND TO

GLEN ONOKO.

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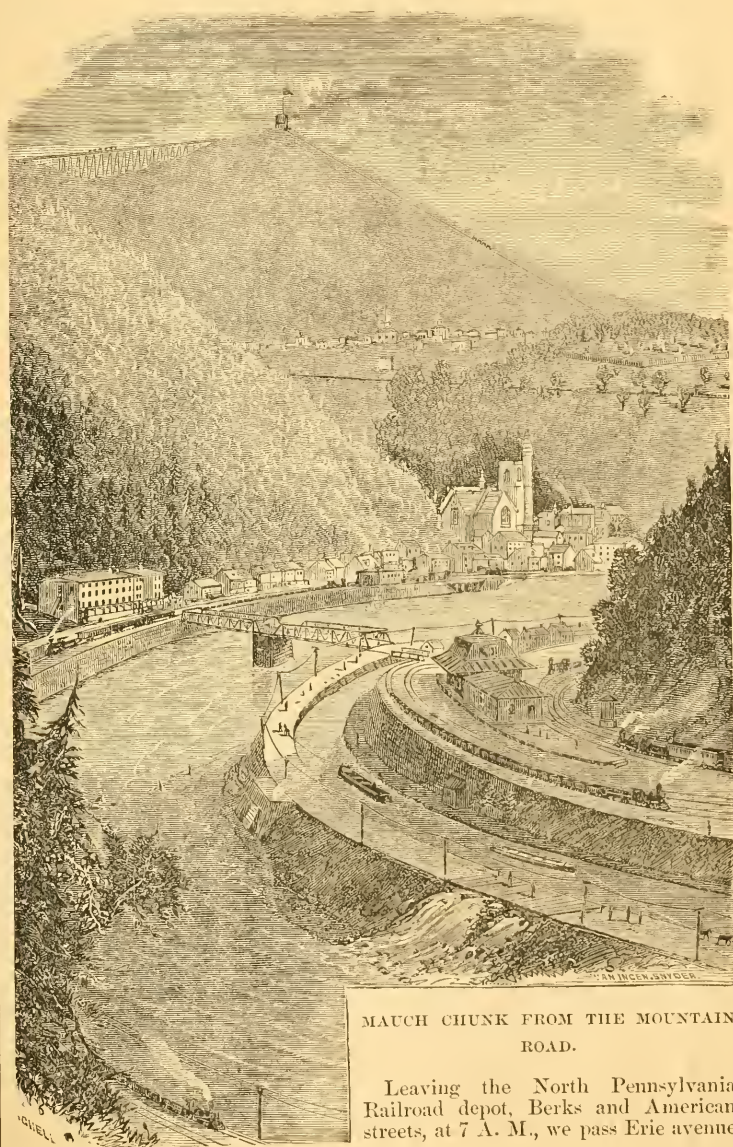
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Railroad depot, Berks and American
streets, at 7 A. M., we pass Erie avenue

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OVER THE SWITCHBACK AND TO GLEN ONOKO.

and Fisher's lane, two of the most popular suburbs of the city; at Green lane, five miles from the city, the fine hedge on the west encloses the mansion of the late Dr. Kane, of Arctic exploration fame; a few minutes ride brings you to the flourishing village of Ashbourne, on the right; on the west is the residence of Richard Dobbins, surrounded by trees; old York road is next, seven miles from Philadelphia, a half mile from which is the magnificent mansion of the well-known banker and financier, Jay Cooke, Esq.; near this station also reside John W. Thomas, John Wanamaker, Henry Sharpless, and numerous other of Philadelphia's business men. Next is Jenkintown; in the seclusion of this suburb lived the late lamented Major General George G. Meade, the hero of Gettysburg. Next is Abington; on the east side is the mansion of Thomas Smith, Esq., president of the North America Bank; on the west side is the residence of another of Philadelphia's prominent men, Colonel Robert Gray, president of the Commercial Exchange. The Northeast Pennsylvania Railroad to Hatboro intersects here. At Edge Hill you pass the Edge Hill Furnace; great quantities of iron ore are found through this section. You can see the quarries on both sides. Looking to the west you have a fine view of Whitemarsh valley, with the spires of Chestnut Hill in the distance. Sandy Run, twelve and a half miles from Philadelphia—east of the railroad stands a stone house, whitewashed, which Washington made his headquarters for some time. Fort Washington—this village is situated on the turnpike, here crossed by the railroad. It is a great resort for summer boarders. Five minutes' walk from this station is Clifton, the new Ridley Park. The old fort is about a mile from the station, near which resides the president of the North Pennsylvania Railroad, F. A. Conly, Esq. Half a mile above the station is the Ambler Park Fair Grounds, destined in the near future to become the leading agricultural society in the State. Their annual fair is to be held on the 15th, 16th, 17th, and 18th of September. Ambler, 15 miles—at this station resides the general agent of the North Pennsylvania Railroad, Ellis Clark, Esq. Penlynn next—this is a very old Welsh settlement. In a few minutes you enter Gwynedd tunnel, five hundred feet in length. Next is the thriving village of North Wales, noted for its cleanliness and the beauty of its houses. Lansdale, the intersection of the Stoney Creek and Doylestown branches. Next village is Hatfield. Next is the pretty little town of Souders, down in the valley. Next, Telford. Next is Sellersville, a great cigar manufacturing place. Next is Perkasio—you have a fine view of Bridge valley by looking east. In a few minutes you will enter the large tunnel, twenty-one hundred and sixty feet in length. Quakertown, forty miles—the largest place on the line of the road; mostly inhabited by Quakers or Friends. Coopersburg—you get the first glimpse of the mountains; you pass in succession the North Penn iron furnaces on the left; Hellertown on the right. Saucon furnace on the left; running alongside of the road is Saucon creek, a noted trout stream. Crossing the creek and turning around the point of the South mountain, we meet the Lehigh river, and see the immense works of the Bethlehem Iron Company and the Lehigh Zinc Company. The fine buildings of the Lehigh University, founded by Asa Packer, Esq., are on the hillside on the left; on the right, across the river, are the prominent buildings of the Moravian Church and schools at Bethlehem. South Bethlehem, fifty-four miles, is the terminus of the North Pennsylvania Railroad. The Bethlehem Iron Company's rolling mill at this place is regarded as a model establishment, and is the largest in the country. On the left, at the Union depot, is Fountain Hill, replete with the handsome residences of Robert H. Sayre, H. Stanley Goodwin, and numerous other gentlemen connected with the

Florence is noiseless and will last a life-time.

OVER THE SWITCHBACK AND TO GLEN ONOKO.

Lehigh Valley Railroad—the most prominent place is Elisha P. Wilbur's. Leaving Bethlehem, we take the Lehigh Valley Railroad, with the beautiful Lehigh river running alongside, all the way to Mauch Chunk; on the other side is the Lehigh canal and the Lehigh and Susquehanna Division of the New Jersey Central Railroad. Looking ahead you can see Allentown, the capital of Lehigh county. The city is built of brick and presents a handsome appearance. The court-house and jail are handsome stone edifices. The latter can be seen from the train and recognized by its high tower. Lower Catasauqua, 61 miles. Catasauqua, one mile further, is on the east



ONOKO FALLS, GLEN ONOKO.

bank of the Lehigh, and owes its importance to the works of the Crane and Thomas Iron Company's works. Immense slag piles are to be seen here, extending for miles, the refuse of the furnaces. Next town is Coplay. Next is White Hall. Then comes Laury's and Rockdale. Next is Slatington, noted for its slate quarries. Most all the school slates and slate mantels are manufactured from slate obtained here. After leaving here you pass Lehigh Gap. The Gap itself is a narrow and crooked pass through the mountain chain, and is similar to the more widely known Delaware Water Gap. Next is Parryville. Here are the works of the Carbon Iron Company.

Florence feeds the work in any direction desired.

OVER THE SWITCHBACK AND TO GLEN ONOKO.

Next is Lehighton on the west and Weissport on the east side of the river. Packerton next. The Lehigh Valley Railroad has its extensive shops for the building and repairing of cars here. It is also the forwarding place for all the coal that passes over the road, all the coal being weighed here. A glance at the narrowing space between the precipitous mountains, and turning around the base of the mountain a view of a sharp curve in the river is had, and the train stops at Mauch Chunk. Leaving the train and crossing the bridge over the Lehigh, we are ready to take

THE TRIP AROUND THE SWITCHBACK.



CHAMELEON FALLS, GLEN ONOKO.

Coaches leave the Mansion House to convey passengers to the foot of Mount Pisgah Plane. The ride to this place is a pleasant one, giving a very fair view of the town, and after a journey, that the impatient traveler imagines must have already taken him to the top of the mountain, draws up at the foot of the plane. But by making the journey on foot, an opportunity is offered of getting a better view of surrounding objects, and of observing some of the operations of the Lehigh Coal and Navigation Company, and

Florence will fasten the ends of its seams.

OVER THE SWITCHBACK AND TO GLEN ONOKO.

of the Lehigh Valley Railroad. The distance is not great, and the walk an agreeable and instructive one. Leaving the Mansion House, we walk up Susquehanna street, along the Lehigh river, till we pass the court-house, where a road leads up the side of the mountain to Upper Mauch Chunk.

On our way we pass the handsome residences and grounds of Hon. Asa Packer, on our left, and the Hon. John Leisenring, on our right. After viewing the things just described, we continue our walk around the brow of the hill until we arrive at the Switchback Railroad Depot. The view, as presented from here, is the grandest and most picturesque in America. The town is enclosed, on all sides, by mountains so precipitous, that, were it not for the architectural style of its buildings, we might imagine ourselves in the classic land of Tell. The overhanging cliffs and forest trees, rich in their native foliage, together with the murmuring of the mountain streamlet, as it wends its way, gathering force in its descent, are scenes to awaken the most impassioned feelings of admiration,—for the grand and beautiful Mount Pisgah rises eight hundred and fifty feet above the town of Mauch Chunk, is one thousand three hundred and seventy feet above tide-water, and its summit is reached by a plane two thousand three hundred and twenty-two feet in length, angle of plane, about twenty degrees. In looking up at this formidable place of ascent for the first time, the visitor feels somewhat timid about going up; but there is no cause whatever for the slightest apprehension of danger.

There are two tracks, and upon each runs a "Safety Car," to which is attached heavy steel bands, each seven and a half inches wide. These bands are fastened to iron drums twenty-eight feet in diameter, in the engine-house at the head of the plane, the motive power being two stationary engines, of one hundred and twenty horse power each. The safety car has attached to it an iron arm, which extends from the side of the car over a ratchet rail between the two tracks. Should the band break, or any accident happen to the machinery, the least backward movement causes the arm to drop into the notches of the safety rail, holding the train stationary. In all the years that this enterprise has been in operation, not a single passenger has met with accident going up this mountain.

This speaks well for the management, as well for the ingenuity of the invention, which may well claim to be perfection in itself.

Taking our seats in one of the comfortable little passenger cars, the conductor gives the signal to the engineer at the head of the plane, the safety car is drawn slowly from the pit behind the cars, and the train begins to ascend until we arrive at the top, where the party alight to take a look at the enchanting sight which here presents itself. Looking down from its dizzy height, the most gorgeous scenes in the Lehigh valley appear before us. Lofty mountains rise like Titanic walls, huge crevices appear in the massive rocks, through whose openings pour forth rushing torrents falling into the abyss below, while in the distance undulating valleys lie between colossal hills; miniature towns, whose spires glisten in the far-off sunlight, and the tortuous windings of the Lehigh river—now and then shut out from view—add enchantment to the scene. Novel emotions crowd upon the mind as, in contrast to our own littleness, we view these works of a great Creator.

A handsome pavilion has been erected on the top of Mount Pisgah, where you can have a fine view of the Blue mountains, the Lehigh Water Gap, through which may be seen far distant hills, including, on a clear day, Schooley's mountain, in New Jersey, fifty-six miles away. Taking your seat in the car the train starts on the Gravity road. Propelled by its own weight, it rushes around the edge of Mount Pisgah and down the opposite

Florence does not use cams or cog-wheels.

OVER THE SWITCHBACK AND TO GLEN ONOKO.

slope with varying speed, which the muscular brakeman judiciously regulates. After a swift and exhilarating ride of seven miles, the grade ranging from forty-five to two hundred feet to the mile, the foot of Mount Jefferson is reached. The ascending plane here is two thousand and seventy feet long, overcoming a height of four hundred and sixty-two feet. The train is again attached to a safety car and drawn to the top of the mountain, which is the highest point on the road, being one thousand six hundred and thirty-five feet above tide-water. After a short ride (by gravity) we arrive at Summit Hill. It has a dismal-looking town-hall that resembles a French Bastille. Five minutes' walk will take you to the Burning Mine. In returning, we take the old mule track back to Mauch Chunk. Riding around the mountain with locomotive speed, the landscape stretching about on every side, changing as rapidly and charmingly as the views in the kaleidoscope, keeping the tourist wrapt in a state of admiration. The ride is through the woods all the way—a pleasant, breezy, cool, and clean run, with no danger in it that could not be avoided by the judicious use of the brake. The distance is nine miles, with an average grade of ninety-six feet to the mile. You may travel thousands of miles and it will be difficult to find any other locality so truly picturesque.



TERRACE FALLS, GLEN ONOKO.

Florence is the favorite Family Sewing Machine.

GLEN ONOKO.

This beautiful Glen is situated two miles above Manch Chunk, and is thus within easy reach of travelers from Philadelphia and New York. It is already attracting a large number of visitors, and is destined to become one of the most famous places of resort in the State.

It is a wild, rocky, and woody ravine or gorge, extending for about a mile, through which there flows a stream of pure and sparkling water, emptying into the Lehigh, near what is known as the Turnhole bridge. Along its entire length there is one continuous series of charming cascades and waterfalls, encased in massive walls of picturesque moss-covered rocks, surrounded with the most luxuriant growth of hemlock, rhododendron, ferns, and other elegant foliage, revealing at every step along its fantastic paths scenes of grandeur and beauty which cannot easily be described.

We know of no place so near our great cities where one may enjoy such a refreshing and delightful trip as is afforded among its cool recesses and romantic nooks.

Besides almost innumerable cascades, there are

THREE HIGH FALLS,

called respectively Chameleon, Onoko, and Cave. The first is fifty feet in height, the second nearly one hundred feet, and the third thirty-five feet. Each of them has special points of attraction, which we have not space to enumerate, but which will be greatly admired by all lovers of natural scenery.

At one point just below the *Chameleon Falls* there is to be had, from the *Tree Stairway*, a view of these falls above, and of *Onoko Falls* beyond, which has been pronounced by many to be equal to any belonging to the now celebrated Watkins' Glen. It is indeed most enchanting, combining as it does a variety and richness of picture which will of itself amply repay one for the trip.

Going by the old Warrior Path (used first by the Indians, and subsequently by General Sullivan, after the Wyoming Massacre), we cross the head of Onoko Falls, and come to

SUNRISE POINT,

from which there may be had a landscape marvellously interesting, extending as it does for miles in various directions, and revealing new beauties at every glance.

Beyond the *Cave Falls* (behind which there is quite an extensive cave, much resorted to for the rear-view of the falls), and passing by many silvery torrents and cascades, we reach the *Hunter's Rock Cabin*, much frequented in former years by sportsmen, and then crossing to our right we are soon at

PACKER'S POINT.

Here we have stretched out before us, at a height of nine hundred feet above the river, a panorama of exceeding beauty, embracing the Lehigh, the neighboring town of East Manch Chunk, the Lehigh Gap, and the mountain ranges sixty miles distant, with here and there a fertile field to remind us of man's toil; while now and then a train of cars in rapid motion proclaims the ingenuity and energy of man, and of no one more than of him in whose honor this most fascinating view is named.

We have but hastily and briefly sketched the wonders of this Glen, and have only space enough now to urge all our readers to avail themselves of their first opportunity of visiting it.

Every Machine is warranted. Agents wanted.

HOW IS IT POSSIBLE;

OR,

THE PLAIN FACTS OF THE CASE.

The question is frequently asked, and it is not unreasonable. We like the ring of it—it is plain and to the point. We will be equally candid, and, in language clear and straightforward, give the why and the wherefore. How is it possible for you to do as much business as is reported, and how can you sell cheaper than others? We reply:

1st. We make the Clothing Business a STUDY, watching all its points as closely as the sailor scans his chart, and take great pleasure in the various DETAILS of the trade.

2d. We have invested nearly a million of dollars in manufacturing and importing the goods we use for Men's and Boys' Clothing.

3d. Our large business grows larger day by day, and this enables us to buy more goods, and we can therefore buy them lower.

4th. The more business we do, in same proportion the expenses are reduced, and the cheaper we can afford to sell each article.

5th. We rely on sterling merit, staking our success on this alone. We KNOW our goods, and FEEL SURE that, with rare exceptions, they will stand the most searching and severe trial.

6th. Every purchaser is honorably treated, and therefore fairly and fully convinced of the way we do business—he becomes our permanent friend and helper.

7th. We do business by system. From basement to attic, everything has its place and every man his duty; every guard is used to prevent waste of time and undue cost to the consumer of goods. Even the cuttings of the manufacturing rooms are kept account of, and enable us to reduce the scale of profits.

8th. Not a single year has passed since 1861, in which we embarked in business, that we have not, as a result of our constant and laborious application, introduced improvements greatly to the advantage of our customers; and during the last few months we have largely reorganized the manufacturing departments of the establishment. We have obtained a new chief for our cutting-rooms, and, in order to secure the actual use of our own sewing trimmings, we have organized immense workrooms, where, under the skillful supervision of superior workmen, we make large quantities of our goods, so that now some defects are remedied that hitherto seemed beyond our control.

9th. We have greatly enlarged our premises by connecting buildings fronting on Minor street, and now have an uninterrupted range of sales-rooms from Market to Minor street, sixty-six feet front by nearly two hundred feet in depth, lighted on three sides by windows on three streets, with floods of light in centre from skylights. On these floors, level with the street, are all our Boys' Clothing Departments, which is to ladies an important item.

These, then, are the plain facts. Customers can understand them, and their eyes tell them still more when visiting Oak Hall. Need you ask again,

HOW IS IT POSSIBLE?

Well persuaded, then, that we are doing good service to the people at large, we shall faithfully pursue the course marked out, which, based on sound principles, we believe will always win us friends and patrons, not only in the city, but in the towns and villages of our own and sister States. Until some firm is more attentive to, or watchful over the interests of customers, and disposed to deal more fairly, we shall confidently expect and earnestly ask for the generous support that has given us the ability to offer the present unequalled advantages of our establishment.

With a cordial invitation to "make us a visit," we are,

Very truly yours,

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